

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5814

號九初月六年四十三緒光

TUESDAY, JULY 7, 1908.

二拜禮 號七月七年九百一十

50 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 50,000,000  
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

#### Branches and Agencies.

TOKIO. OHIOO.  
Kobe. TIENHSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG.—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits—  
For 12 months 4 1/2 per cent.  
" 6 " 4 " "  
" 3 " 3 1/2 " "

TAKEO TAKAMIOHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000  
ABOUT MEX \$7,222,222  
RESERVE FUND GOLD \$3,350,000  
ABOUT MEX \$7,222,222

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREEDNEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business.  
receives Money in Current Account at  
the rate of 2 1/2 per cent on daily balances and ac-  
cepts Fixed Deposits at the following rates—  
For 12 months 4 1/2 per cent. per annum.  
" 6 " 4 " "  
" 3 " 3 1/2 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (3,750,000).  
RESERVE FUND Fl. 5,378,375  
(about 448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,  
Rangoon, Samang, Sourabaya, Cheribon,  
Tegal, Pecalongan, Paterson, Tjilatjap,  
Padang, Medan (Deli), Palembang, Koa-  
radia (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colom-  
bo, Madras, Pondicherry, Calcutta, Ban-  
gkok, Saigon, Haiphong, Hankow, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, etc.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange. Issues  
letters of credit on its Branches and cor-  
respondents in the East, on the Continent, in  
Great Britain, America, and Australia, and  
transacts banking business of every description.  
INTEREST ALLOWED.

On Current Accounts 2 1/2 per cent on daily  
balances.  
Fixed Deposits 12 months 4 1/2 per annum.  
Do. 6 do. 4 do.  
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$13,500,000

STERLING  
£1,500,000 at 2/-=\$15,000,000  
SILVER  
\$13,500,000 at 100=\$13,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

#### COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.  
E. Goots, Esq., Deputy Chairman.  
E. G. Barrett, Esq. E. Shadlin, Esq.  
O. G. R. Broderick, Esq. R. Shawan, Esq.  
G. Friesland, Esq. Hon. Mr. H. A. W.  
O. S. Gubbay, Esq. Slade.  
C. R. Leimada, Esq. H. R. Tomkins, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

#### MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

#### ON FIXED DEPOSITS:

For 12 months, 4 1/2 per cent. per Annum.  
For 6 months, 4 per cent. per Annum.  
For 3 months, 3 1/2 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 21st May, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST On deposits is allowed at 3 1/2 PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000  
RESERVE FUND £1,525,000  
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " 3 1/2 " "  
" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Hongkong,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Wargachner & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
S. Oppenheim Jr. & Co., Koeln.  
Sayerische Hypothek und Wechselbank,  
Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITHS BANK,  
LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENTS.  
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
earned on application. Every description of  
banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI (MARMORA) About 9th } Freight and  
Capt. G. H. C. Weston, R.M.R. } Passage.

LONDON, &c., via usual Ports } 11th July. } See Special  
Capt. R. A. Piers } Noon. } Advertisement.

SHANGHAI, MOJI, KOBE & SVRIA } About 18th } Freight and  
Capt. D. C. Gregor, R.M.R. } July. } Passage.

LONDON and ANTWERP via } About 18th } Freight only.  
SINGAPORE, PENANG, SOCOIRA } July. }  
COLOMBO, PORT SAID } Capt. W. R. Hickey }  
and MARSEILLES }

For Further Particulars, apply to F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 4th July, 1908. [7]

## Antimations.

### LANE, CRAWFORD & CO.

#### REAL BARGAINS IN

### SECOND HAND PIANOS.

COLLARD - - - - - \$175  
HAAKE - - - - - 175  
ROSENKRANZ - - - - - 175  
RUSSELL - - - - - 250  
IRMLER - - - - - 250  
STEINWAY - - - - - 250  
ALLISON - - - - - 300  
RONISCH - - - - - 300  
CHALLEN - - - - - 325

ALL HAVE BEEN THOROUGHLY OVERHAULED, TUNED AND REGULATED.

Steinway - - - - - Semi-Grand.  
Pleyel - - - - - Do  
Winkermann - - - - - Baby Grand.  
Collard - - - - - Do.

LANE, CRAWFORD & CO. [8]

### V. O. S.

AND

### EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

### CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

16, Queen's Road Central.

Hongkong, 2nd July, 1908. [40]

### THE SAVOY,

13, Queen's Road Central.

### FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

PABST BREWING COMPANY

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA

Hongkong, 2nd July, 1907. [51]

### Notices of Firms

#### NOTICE.

WE have this day admitted Mr. WIL-  
HELM HELMS and Mr. FRITZ  
LIEB as Partners in our Firm.

Mr. C. A. H. WESTERBURGER has been  
authorized to Sign our Firm per Procuration.

ARNHOLD, KARBERG & Co.

Hongkong, 1st July, 1908. [65]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS GO

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 1st July, 1907. [47]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

#### JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 3,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,  
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.  
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf,  
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

#### REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

#### MACAO-CANTON LINE.

S.S. "HOI SANG".

Departures Postponed.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and "NANNING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are  
lighted throughout by electricity.

#### EXCURSION TO MACAO.

SUNDAY, 12th July.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 6 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the return-  
ing steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL.

### SPECIAL REDUCED SUMMER RATES.

PER DAY.....\$ 4.00 to \$ 7.00 according to room selected.

" WEEK ..... 25.00 " 40.00 " " "

" MONTH ..... 90.00 " 140.00 " " "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

#### SPECIAL TERMS FOR FAMILIES.

Excellent cooking by Ah CHEONG for over Seventeen Years Chief Cook with the late  
Mr. J. W. OSBORNE. [1]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [4]

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy  
distance of Yokohama and Tokyo, will be opened during April, under European  
management.

Charges moderate.

Special terms for families.

Apply—

H. APPEL, Manager.

Hongkong, 14th April. [44]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager.

Hongkong, 21st June, 1907. [5]

### CONNAUGHT HOTEL,

HONGKONG.

### A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Lunch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.



## Mails.

## NORDDEUTSCHER LLOYD,

## BREMER.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... "GORDEN" ..... WEDNESDAY, Capt. B. Wilhelm ..... Noon, 15th July.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA..... "SCHARNHORST" ..... About WEDNESDAY, Capt. L. Maass ..... 15th July.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE..... "PRINZ WALDEMAR" ..... THURSDAY, Capt. W. V. Sander ..... 5 P.M., 16th July.

KUDAT and SANDAKAN..... "BORNEO" ..... End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 2nd July, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, ARMANI BEHIC, Guionnet, 20th July, P.M.

MARSEILLES, via PORTS, CALEDONNIEN, Lemonnier, 21st July, P.M.

SHANGHAI, KOBE, YOKOHAMA, YARRA, Sellier, 3rd Aug., P.M.

MARSEILLES, via PORTS, TOURANE, Lancelin, 4th Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th July, 1908.

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—LONDON and PARIS—13 DAYS.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

## Proposed Sailings:

\* AMIRAL EXELMANS, 25th July. \* CEYLAN, 26th Nov.

\* OUESANT, 27th Aug. \* CORSE, 11th Jan.

\* MALTE, 12th Oct.

No passengers. \* Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 6th March, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAH	SHANGHAI	First half July	JAVA	First half July
TJIPANAS	JAVA	First half July	SHANGHAI	Second half July
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATAP	JAVA	First half Aug.	SHANGHAI	First half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 6th July, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO &amp; CO.,

Agents.

Hongkong, 28th March, 1908.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARQUIER STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

OF THE AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1904.

## Intimations.

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.25 per Bag

ex Factory.

SHEWAN TOMES &amp; Co., General Managers.

Hongkong, 28th April, 1908.

## ANARCHISTS IN TOKYO.

## SOME EXTRAORDINARY SCENES.

On the afternoon of the 22nd ultimo some individuals in Tokyo professing the doctrine of Socialism gave a reception at the Kikikwan Hall, at Kanda, to Yamaguchi Goro, a Socialist who has just left prison on the conclusion of a sentence following his conviction on a charge of inciting mobs to collect. Some seventy people assembled, and the proceedings passed off peacefully and orderly until about 6 p.m., when a body of about 38 individuals marched out from the hall, carrying three banners with the inscriptions in Japanese—"Revolution"—"Anarchy, Community of property," and simple "Anarchy." The party was led by two women, one of whom was a girl 17 or 18 years of age. A few men wearing straw hats formed an advance guard, carrying the usual Socialist red flag. The procession wended its way in the direction of the Higher Commercial School. Here some thirty police officials appeared and intercepted the march. They endeavoured to relieve the demonstrators of their red flags, and a hard struggle ensued. An Inspector of the Kanda police with thirty policemen then came to the assistance of the first body of police, and arrested fifteen men who were regarded as the leaders. Some of these became excited and offered a strenuous resistance to the officials. A large crowd of spectators soon gathered, and great excitement prevailed for some time.

One of the young girls who led the procession was Miss Sugano Tōmo, and she is stated to be 17 years of age. She has been living in the house of Mr. Sakai Tōshihiko, a Socialist leader, late of the Yōmeigun. It is stated by one newspaper that she regards Joan of Arc as her ideal of womanhood, so that she is always trying to foment a disturbance. This is rather hard on the Maid of Orleans, who was moved by a religious impulse to attempt the deliverance of her country from the hands of the English invader.

Those who were arrested—including the two women—behaved in a disorderly manner at the police station, refusing to answer the questions of the officials. Some of them are stated to have ripped off their clothing in order to humiliate the officials as much as possible, but this may be the police account. Regardless of their sex, the two women acted most violently, shouting—"We shall not hesitate to die for our cause!" "We have no ruler or Government over us!" They declared that the police officials were being spied on and refused to give their names. All of the prisoners are reported to have acted in a disorderly manner throughout the night in the jail.—Japan Chronicle.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 8th July, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF WINES AND SPIRITS. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th July, 1908.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY and SATURDAY, the 10th and 11th July, 1908, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising:—KINKOSAN SATSUMA VASES, PLATES and TEA SETS, MAKUDZU and ARITA VASES and TEA SETS, BRASS and BRONZE WAR, OLD CLOISONNE VASES, BOWLS and PLATES, IVORY CARVINGS, GOLD DAMASCENE WARE, SILK-EMERODERE, CUSHION COVERS, BED COVERS, KIMONOS, MOTHER OF PEARL INLAID SCREENS and PANELS, KAGA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th July, 1908.

## THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGER (TASTELSS) FORM.

## THE NEW FRENCH REMEDY

## TRADE THERAPION MARK.

## THERAPION NO. 1

## THERAPION NO. 2

## THERAPION NO. 3

## THERAPION

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## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "NUBIA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 1st July, 1908.

## FROM EUROPE.

## THE H. A. L. Steamship.

## "SAXONIA."

Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned in order to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 6th July, 1908.

## AMERICAN-ASIATIC S.S. CO.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Steamship

## "INDRAMAYO."

Captain E. A. Thirkell, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th July, 1908.

## S.S. "TOURANE"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex ss. *Madoc*, and from Bordeaux ex ss. *Ville de Paris*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 13th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th July, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 6th July, 1908.

## NOTICE.

THE Public are hereby informed that no charge has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10c) per Single Copy.

## THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1908.







## Intimations.



**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

**WATSON'S HYGIENOL  
AND  
BUBONIC PLAGUE.**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND GERMICIDE.

PRICES PER PINT ..... 50 CENTS  
" " GALLON.....\$2.00

**A. S. WATSON & CO.,  
LIMITED,  
HONGKONG DISPENSARY.**  
Hongkong, 27th May, 1908. [33]

**The Hongkong Telegraph**

HONGKONG, TUESDAY, JULY 7, 1908.

**CHINESE ENGINEERING AND  
MINING CO.**

Ever since its acquisition from the Chinese, and its subsequent reconstruction as a British company, the Chinese Engineering and Mining Co., Ltd., has possessed a large amount of attention from stockholders both in London and in the East. In Hongkong, we believe we are correct in stating that the stock of this most important mining undertaking in China is held to a considerable extent and any movement calculated to have some influence upon the existence of the Company as a purely British corporation will be watched with jealous eyes by those who happen to be fortunate enough in possessing scrips of this most promising enterprise. For some time past, the Chinese paper in Peking, published in English—the "Public Opinion"—has devoted considerable space to the movement which had been started in order to arrive at a settlement of the differences between the British directors of the Company in England and the Chinese shareholders from whom the concession was obtained by the British and Belgian financiers during the Boxer crisis. In referring to the article in the "China Times" of the 12th ult. regarding "Coming Negotiations" our Peking contemporary writes editorially:—"We feel it incumbent upon ourselves to bring certain facts to the attention of the public. We are not aware that in recalling the history of the present Mining Co. and its dealings with the Chinese we are acting in any way against the principle of fair play or that any of the remarks which have appeared in our columns regarding it were of the nature of abuse but rather a statement of significant facts. That Chinese newspapers, in speaking ill of the Mining Co. have always had the excuse that Chinese interests have suffered badly at the hands of Mr. Hoover and his London and Belgian friends is perfectly true, and it should not be forgotten either that Major Nathan is the nominee and multiplicity of exactly the same Mr. Hoover and exactly the same individuals, his London and Belgian friends, who have all along deprived the Chinese of their rights. Mr. Hoover is now a director of the Mining Co. and the other directors are the same that have all along been so. No doubt Major Nathan will endeavour to serve his masters as zealously and effectively as Mr. Hoover did. We think that it is very fair and right that facts disclosed in the Mining Co.'s law suit should be before the public in view of the proposed settlement, lest in the endeavour to arrange things amicably the Chinese should be still further imposed upon in the

guise of a "generous settlement." It is our desire to be perfectly fair but at the same time to stand up for the rights of China, and we do not think that in reminding our readers of the salient points in the Mining Co.'s history we have acted otherwise than in accordance with those principles. Let us consider briefly the evidence given at the Mining Co.'s trial in London before Mr. Justice Joyce with regard to the Memorandum; the non-compliance with which was the cause of the action. It was shown in evidence that Chang Yin Mow refused absolutely to sign the final document transferring the property till conditions had been added in the form of a Memorandum which he was assured was to be the ruling document, which would be binding and would be carried into effect. This document provided amongst other things for a China Board of Management and for himself to have control of the company as managing director, the position he had previously held in the original company. Director General it was called in the document, which was interpreted by the English Court of Appeal as having the same powers as managing director. He was bullied, and worried and threatened for four days in succession in the endeavour to make him sign without these conditions and he refused, and very rightly, the judge remarked, for the document they asked him to sign did not contain any statement of the arrangements for which he had stipulated and which had been verbally agreed upon. Having induced him to sign the transfer of the property by agreeing to the terms of this memorandum the promoters proceeded at once to disregard them and the company and its directors refused to recognise them or abide by them except in so far as it suited themselves to do so. After detailing the stipulations of the memorandum, the writer continues: "Letters and telegrams put in as evidence showed that the promoters set to work to nullify that agreement at once and ridiculed it amongst themselves and had no intention of carrying it out though it was signed and witnessed equally with the transfer. The share capital of a million pounds sterling was now issued at once, not as capital to be subscribed for the company, but as fully paid up shares distributed amongst the promoters and their friends, except £375,000 exchanged with the Chinese for the old shares; and the £500,000 debenture liability was incurred without consulting the Chinese shareholders, when that amount of money was not required and even Hoover, as shown by the trial, telegraphed protesting against it as quite unnecessary and showing that the receipts from the company's property were ample for all requirements. A premium of 85 per cent in fully paid up shares was paid in an inducement to the Oriental Syndicate, (which consisted in reality of members of the Mining Co.'s board) to take up those unnecessary debentures. This and many other glaring breaches of good faith were made manifest at the trial, and it is surely not unfair to call attention to them now, when another final settlement is proposed with the same people. The whole difficulty with the Mining Co. has arisen through their neglect to carry out honestly the terms of the memorandum which was an essential part of their contract and by this act they have defrauded the old Chinese company out of nearly a million pounds of share capital and saddled the concern with five hundred thousand pounds of debenture liability, besides making a subject of friction and ill will out of a company which had every prospect of being a source of satisfaction to all concerned. Doubtless the Company is now sincere in its desire to come to a settlement of these matters and it is not surprising that it should be so, with exchange going against them and consequently now costing them so much in silver to remit money to Europe to meet payments, on the other side; with sales not commensurate with the output capacity of the mines; with the termination of the productivity of the present mines in sight and with the cost of production increased by the unnecessary amount of expensive machinery and extravagant expenses of management, the present outlook of the Mining Co. is not a brilliant one and their desire is easily understood to try on some of the schemes of their financiers, who originated the present scheme so as to get fresh privileges and at the same time get rid of what they have found unprofitable by saddling China with the expense which they want to avoid carrying themselves. The prospect of an opposition from new Chinese mines is also looming in the near future as is the exhaustion of the most profitable workings of their own mines. The Chinese consider themselves within their rights in sinking shafts where they choose, since the Company first committed a breach of the agreement by refusing to abide by the terms of the memorandum which was the only condition on which the Chinese agreed to the formation of the Company. If the terms of that agreement could not be complied with by English law, then some other Company has been formed and not the one agreed to; and the Chinese are not bound to recognise it or accord it any of the privileges they were willing to give in view of the conditions of the memorandum.

## LOCAL AND GENERAL

Mr. Luke Wright has assumed office as Minister of War.

THE Korean Government has decided to establish a glassing monopoly.

THERE will be no meeting of the Legislative Council on Thursday next.

Mr. T. J. O'Brien, the American Ambassador, left Yokohama on the 29th ult. for home. His Excellency will return to Tokio by way of Siberia in October, prior to the arrival of the American battleship fleet.

REAR-Admiral Koerber with S.M.S. *Fürst Bismarck* and S.M.S. *Leipzig* arrived at Miyazu on 29th ult. and was to proceed to Tsuruga in ten days' time. S.M.S. *Arcona* and S.M.S. *Niebuhr* arrived at Tsuruga on 29th ult.

THE Chinese Engineering & Mining Company, d., announces that the total output of the Company's three mines for the week ending June 10, 1908, amounted to 25,430.87 tons and the sales during the same period to 17,799.09 tons.

AN Indian named Kahan Singh, who is alleged to have deserted from the Shanghai Police Force, was arrested on board the steamer *Wahana Maru*, which reached port at noon to-day. Accused was removed to the Water Police Station.

LAU Chong, a coolie, giving no address, was the defendant in a Police Court case this morning. Miss Pitts, a schoolmistress, of 11, Bonham Road, was the complainant. Lau was accused of being found in the servants' quarters of complainant's house, without permission, yesterday afternoon. His excuse, as usual, was that he went there to see a friend. Fined \$10.

CONSTRUCTION work on the German section of the Tientsin-Pukou Railway was formally inaugurated on 3rd ult. by their Excellencies Lu Hai-huan, Director of the Railway, and the Viceroy of Chihli. A brilliant gathering, including six hundred foreigners, attended the ceremony and cordial speeches were made. The Emperor William sent his congratulations.

RETURN of visitors to the City Hall Library and Museum for the week ending the 5th July, 1908:—

	Library.	Museum.
Non-Chinese.....	367	127
Chinese.....	178	1,876
Total.....	545	2,003

FIVE coolies figured in the dock in the Police Court, to-day, and were charged with obtaining a passage on board the steamer *Honam* from Canton to Hongkong yesterday without paying their way. Defendants were found hidden among the cargo. They could only muster up twenty-five cents between them when asked for their fares. All, however, carried fans. They were fined \$10 each, with the option of fourteen days' gaol. They went in.

WE (N. G. D. News) regret to have to record the death of Mr. Hugh West Roxburgh, chief engineer of the C.M.S. *Imming*, which occurred at the Victoria Nursing Home yesterday, 1st inst., after a brief illness. Although not yet fifty years of age, the deceased had spent nearly thirty years in China and was highly esteemed by all members of the shipping community. For some years after his arrival here he was employed by the Nippon Yusen Kaisha, but for the last twenty years he had been in the service of the China Merchants' Steam Navigation Company and was a valued and trusted servant of the Company.

## A TRIAL TRIP.

SS. "HOI SANG" PROCEEDS ON TRIAL RUN.

The s.s. *Hoi Sang*, which was recently acquired by the Hongkong, Canton and Macao Steamboat Co., Ltd., from Messrs. Chi Woo & Co., for the Macao-Canton line, has completed her overhaul and alterations to adapt her to the new service at the Chinese shipyards at Hongkong. About 3.15 o'clock this afternoon the *Hoi Sang* left the Steamboat Co.'s Wing Lok Street wharf on a trial run; she proceeded as far as Capinimus, returning at 4.45 p.m. Mr. W. E. Clarke and Capt. Thomas were on board, on behalf of the Steamboat Co.

## A TECHNICAL QUESTION.

APPLICATION FOR MODIFICATION OF BUILDINGS ORDINANCE.

The Sanitary Board considered this afternoon the following application, dated 18th ult., for a modification of the requirements of section 180 of the Public Health and Buildings Ordinance, 1903, in respect of the proposed house on Lot No. 130:

Dear Sir,—With reference to portion of the buildings proposed to be erected on the above Lot, we are informed by the Public Works Department that it will be necessary to obtain a modification of Section 180 as regards the Club house, owing to open space for same being provided entirely at the sides instead of partly at the rear of the building. We beg to point out that this is only a technical question, as the buildings are provided with ample space all round and possess an open space area greatly in excess of that required by the Ordinance. We are requested to refer you to the P.W.D. for the plans.—Yours etc.

C. M. CHAN, 27, TUNG LUN STREET, HONGKONG.

## West River Floods.

SINGAPORE'S MUNIFICENCE.

HONGKONG COLLECTIONS TOTAL \$130,000.

Day by day the admirable trait in the Chinese character, to which the Governor paid a tribute at the Legislative Council on Thursday last, is showing itself in a more pronounced manner in the munificent donations they are contributing towards the relief of their distressed compatriots. The Chinese in Singapore, who have already sent a first remittance of \$10,000, cabled a second contribution for a similar amount through the Netherlands Trading Society.

From Saigon the Tung Wa Hospital directors were advised of a telegraphic remittance of \$5,000 on the Banque d'Indo-Chine by the Kwong Siow Oi Kung.

Exclusive of the above remittances the Hongkong subscription lists account for \$129,762.78 up to and inclusive of yesterday.

## A JAPANESE DO ATION.

CHEAP RICE SALES CONTINUED.

[From Our Own Correspondent.]

Canton, 6th July. The Japanese Consul at Canton yesterday forwarded a despatch to the Viceroy stating that, acting under instructions from his Government, it was his intention to purchase food-stuffs and other necessary articles to the value of \$10,000 to be distributed to the unfortunate flood sufferers in the West River districts.

FURTHER EXPEDITIONS. During the past few days the Central Relief Committee and the charitable people of Canton have made further expeditions to the devastated districts with provisions to relieve the afflicted country folk.

NAMHAI MAGISTRATE'S MISSION. This morning the Namhai Magistrate has personally proceeded to the flooded districts to ascertain the extent of the loss of lives and properties caused by the inundation and to make an inspection of the damaged embankments with the view of submitting a report on the repairs that will be required.

CHEAP RICE SALES.

The Cheap Rice Distribution Bureau has issued a notification to the public that the distribution of cheap rice to the poorer classes of the community in the four sheds will be continued after the end of the 7th moon. It was at first decided to stop these cheap sales at the end of the 6th moon, but owing to the failure of the rice crop and the present flood it was extended by one month more. At various meetings the committee was of the opinion to extend the distribution indefinitely, but owing to lack of funds, the Committee is at last obliged to discontinue the sale by the 7th moon.

## IN AID OF THE RELIEF FUNDS.

The Canton high authorities have sanctioned the petition of the actors to give performance in the three theatres in Canton for the purpose of collecting funds in aid of the flood sufferers. Yesterday a theatrical performance with that object was given in the Tung Kwan theatre; there was an exceptionally large attendance, the amount collected during the day and night being over a thousand dollars. The actors intend to continue their play for ten days, and it is expected that the gate-money will amount to a large sum of money.

## JAPANESE CONSUL'S REPORT.

In a telegram dated the 2nd ultimo to the Foreign Office, Tokyo, Mr. Segawa, Japanese Consul at Canton, states that owing to the continuance of heavy rains for over ten days, all the rivers in the interior have overflowed their banks, flooding the district where agriculture is carried on. It is feared that the second crop of coconuts has been spoiled, and the coconut market has consequently risen by 30c.

## A MATTER OF JURISDICTION.

SEIZURE OF THE CANTON FIRM.

After a whole morning of argument on the question of law, evidence was called for the defence in the action brought by the Kwong Hing Cheung firm, of Canton, against Messrs. Reuter, Brockelmann and Company to restrain them from falsely representing to the German Consul at Canton, and to the Chinese authorities at Canton, that certain of the partners of the Cheung Loong firm, of Hongkong, sugar merchants, were also partners in the plaintiffs firm; and from further endeavouring to enforce payment by the plaintiffs of debt alleged to be due to the defendants by the Cheung Loong firm, by attachment of property belonging to the plaintiffs or in which they were interested. The plaintiffs claim the sum of \$10,000 damages for false representation and libel.

Mr. H. A. Schuster, an assistant in the defendant firm, was the first witness called. He spoke to the contracts being signed between the Cheung Loong firm and Reuter, Brockelmann for a quantity of sugar, which the Cheung Loong failed to take delivery of.

Cross-examined by Mr. Slade.—Do you know the market quotation for sugar?

Witness—I do not.

Do you know if the sugar refineries in Hongkong would have taken the sugar left in your godowns?—I don't know, I have not had much experience in that line.

Hongkong is a large market for sugar?—Very large.

So that on any given day it is impossible to estimate very closely the value of sugar lying in a godown at that day?—I think it difficult.

Why?—If the market is not fully stocked, and there are no buyers, it is difficult.

Know there always buyers if you lower your price a cent or a cent and a half?—I don't think so.

If you have small stocks you can get a buyer if you lower your price, is that not so?—Yes, in the matter of a few bags, but not in large amounts.

You call 4,000 odd bags a large amount?—I don't.

For a Hongkong market?—Yes.

Have you any idea of the amount of sugar sold in Hongkong monthly?—None.

The case was further adjourned.

## A BROKER'S CLAIM.

CROSS-ACTION FOR BREACH OF CONTRACT.

Ab Pul, alias Li Pul Leung, a broker, residing at 163, Queen's Road West, brought an action against Messrs. W. R. Loxley and Company, merchants, of York Buildings, to recover the sum of \$127.61, being commission at the agreed rate of half per cent on the sum of \$25,521.56, goods sold by the plaintiff as broker for the defendant, firm between 14th August, 1906, and 18th July, 1907.

There was also a cross-action, in which John Monigomery Beattie, trading as W. R. Loxley and Company, claimed from Ab Pul, alias Li Pul Leung \$381.72 for damages occasioned to the plaintiff by reason of the breaches of contract, fraud, negligence, false representations and deceit of the defendant, who was formerly in plaintiff's employ as a regular broker at a monthly salary of \$15, and left such employ in May last without giving notice.

Mr. R. A. Atkinson, of Messrs. Deacon, Looker and Deacon, was for the plaintiff in the original action. Mr. F. B. L. Bowley, Crown Solicitor, acted for the defendants.

Mr. Bowley stated that the issue involved a very small amount. The action was brought as there was the question of principle involved, for Messrs. Loxley and Company were not going to be put to any expense through the misconduct of their broker. The plaintiff—Ab Pul—had been in defendant's employ, and his duty was to obtain contracts and to supervise all contracts in regard to piece goods. He was in the regular service of the defendants, receiving \$15 a month as wages and half per cent commission on the invoice of all goods actually delivered under the contracts negotiated by him. He did not receive his commission until the dealer had taken delivery, or had gone into bankruptcy, in which event the broker could not be held responsible.

Some time in November last, Mr. Bowley went on, the plaintiff obtained a contract from a firm, trading as the Hing Kee, for three cases of fancy costumes. The contract was placed in the hands of a Manchester firm, to be shipped in March or April. About the 15th April, Messrs. Loxley and Company received a telegram from the Manchester firm, stating that they could not supply the goods on time, and asking for an extension of two more months. In the circumstances Loxley and Company were entitled to cancel their contract with the Manchester house and the Hing Kee firm could have cancelled their part of the contract with Loxley, as per agreement. The plaintiff was authorised to inform the Hing Kee firm of the failure on the part of the Manchester people to supply the goods on time, and getting their consent, Messrs. Loxley and Company cabled to Manchester requesting to the extension. In due course the goods arrived in the Colony. The Hing Kee firm were given notice, but they refused to take delivery, stating that they had not given their consent to the extension of time. From this it was discovered that plaintiff had deceived them. The goods were later sold to another firm for the best price they could get and defendant's cross-action was to recover the balance.

The case was adjourned.

## MARINE COURT.

CARRYING EXCESS PASSENGERS.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Policeman Edwards charged Tsui King, master of the steam-launch *Po Cheung*, with unlawfully carrying 59 persons in excess of the number allowed by his licence inside the local trade limits at 7 a.m. on the 2nd instant. Mr. D. V. Stevenson appeared for the defence. The defendant pleaded not guilty to the charge. P. C. Edwards boarded defendant's steam-launch, just outside the harbour limits, between Green Island and Stonecutters' Island. He was certain it was outside the limits. He counted the people on board and found 193 all told.

Cross-examined by Mr. Stevenson: It was not near Fairway buoys. It was to westward of a line from the west point of Green Island to the west point of Stonecutters' Island. He counted the passengers with defendant. He asked him to produce his licence, which he did. He made no reply when he told him that he was carrying an excess of passengers. He had boarded the launch on a former occasion, and did it a third time this was the same man.

Asked by the Court as to the direction the launch was steering, prosecutor stated that it was steaming west.

The defendant stated that he was the master of the steam-launch *Po Cheung*, running between Hongkong and Samshui. On the 2nd inst. he left Hongkong at 6.30 a.m. with 183 passengers and a crew of nine. He was going to Samshui. The Police boarded him inside the Harbour limits. He counted the number of passengers he had with him. He declared that he is allowed to carry 183 passengers inside the Harbour limits.

Mr. Tang Chuk King, owner of the *Po Cheung*, stated that defendant had been in his service for two years in the capacity of coxswain. He had always instructed him to be very careful not to carry an excess of passengers. He expected the defendant to engage another launch whenever there was an excess of passengers. A fine of £140 was imposed, on default, 6 weeks' hard labour.

## ANCHORING IN PROHIBITED GROUND.

In the same Court, Policeman Y. Pepprell charged Lai Sang and Ho Man, masters of cargo-boats, with unlawfully anchoring their boats within the limits of the Southern Fairway on the 6th inst. in Victoria Harbour. P.C. Pepprell stated that at about 11.30 p.m. on the 6th inst. he was patrolling the Southern Fairway, when he saw defendant's cargo-boats anchored in the centre of the Fairway off the end of the Wing Lok Street wharf. The first defendant said that he always anchored there every night. The second defendant's statement was to the effect that there were a number of sampans and cargo-boats there. They had been there 50 or 60 in defendant's company last night.

The case was further adjourned.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE HONGKONG BANK LOAN.

REPAYABLE IN THREE YEARS.

[By courtesy of the "Sheung Po."] Peking, 6th July.

The loan of one million taels contracted by the Ministry of Posts and Communications with the British [Hongkong and Shanghai Banking Corporation] is repayable within three years.

The loan, recently reported to have been concluded between the Ministry of Posts and Communications and the Hongkong and Shanghai Banking Corporation, is further stated to bear interest at the rate of seven per cent per annum which is to be paid by the Bank of Communications at Shanghai to the Shanghai office of the Hongkong and Shanghai Banking Corporation every six months. The loan is to be utilized for the reorganization of the Chinese Telegraphs.

## BOARD OF CIVIL AFFAIRS.

FINANCIAL ASSISTANCE NOT REQUIRED.

[By courtesy of the "Sheung Po."] Peking, 6th July.

The proposal of the Board of Civil Affairs to apply to the Ministry of Agriculture, Industry and Commerce and the Ministry of Posts and Communications for financial assistance, has been abandoned.

[Reuters.]

The Daylight Saving Bill.

LONDON, 5th July.

The Parliamentary Committee has pronounced strongly in favour of the Daylight Saving Bill, and recommends that clocks be advanced sixty minutes in April, and turned back in September.

## The Philippines.

A mass meeting held at Manila has adopted a petition to the American people praying them to grant to the Philippines, free trade with America.

Later.

## Obituary.

The death of Count Ignatieff, late Russian Ambassador at Constantinople, is announced.

## Italy and Abyssinia.

Signor Tittoni, Italian Minister of Foreign Affairs, announces that an expedition will be despatched immediately to occupy the territory ceded to Italy by the recent delimitation convention in Abyssinia.

## Morocco.

Abdul Aziz has appointed Abdul Sodek Governor of Tangier.

## THE KOWLOON BREWERY.

APPLICATION FOR ERECTION OF CONVEYANCES.

At the Sanitary Board meeting this afternoon, an application from Messrs. Leigh and Orange, dated 13th June, for the erection of a water-closet at the Brewery office on New Kowloon Marine Lot No. 3, was considered. The letter read:—"We have the honour to request permission of the Sanitary Board to erect one water-closet at the Brewery office, New Kowloon Lot No. 3."

The following are the particulars which we understand are required by the Board when considering this application, viz:—

1. There are no Europeans and Americans residing on the premises.

2. There are no Europeans and Americans at work on the premises.

3. There are several persons other than Europeans and Americans living on or at work on the premises.

4. The water-closets are to be retained exclusively for the use of Europeans and Americans.

5. The capacity of the storage-tanks for supplying water to the closets is as required gallons and the said closets is to be used for no other purpose than that of supplying the water-closets and urinals.

6. We have submitted a plan of the proposed water-closet. The plan shows the proposed arrangement of the soil, urine, and ventilating pipes, also the drain to which the soil pipe is to be connected.

7. In this case, the reasons for adopting the water-carriage system are: Improved sanitary condition of office.

## A WARNING.

PENALTY FOR TENDERING AN UNSTAMPED RECEIPT.

A case which will interest most merchants in the Colony was decided, and a conviction recorded, in the Police Court, this morning. It will, perhaps, be known to most people that the payment of any sum over \$25 necessitates, according to law, a stamped receipt. At the Police Court, this morning, Wai Man, an accountant, of 17, Jersey Street, was charged before Mr. J. H. Kemp, J.P., with tendering the sum of \$24.50 from a trader, by name Yau Yau, and giving an unstamped receipt for the same.

Defendant admitted that he was guilty, but said that he was not aware of the law.

A fine of \$10 was imposed.



## New Typhoon Refuge.

## GOVERNOR'S MEMORANDUM ON LIGHT DUES.

## INTERESTING CORRESPONDENCE.

We have received the following correspondence for publication:—

Colonial Secretary's Office,  
20th May, 1908.

Sir,—I am directed to acknowledge receipt of your letter of 1st May on the subject of light dues, with its enclosure.

His Excellency is anxious that your Chamber should be in full possession of the reasons which have led him to the conclusions he has formed, and he has therefore desired me to enclose a Memorandum which he has prepared on the subject for your information.

I enclose the plans and estimates for the scheme, which, as you are aware, from the official reports in the *Gazette* of the proceedings of the Legislative Council, have already been submitted to the Public Works Committee of that body. The subject of the cost of the shelter is dealt with in His Excellency's memorandum.

With regard to the question asked in the ante-penultimate paragraph of your letter, I am to state that the revenue derived from the increased fees on cargo boats, lighters and waterboats was made in the interest of General Revenue since it was considered that the fees were low.

The increase based on last year's receipts will amount to \$18,000 per annum.

With regard to the suggestion put forward in the second paragraph of the enclosure to your letter I am to state that the Government is at a loss to understand how such tax could be properly distributed seeing that much of the underwriting is done outside the Colony, and I am to inquire how your Committee would propose to give effect to their suggestion.—I am, &c.,  
(Sgd.), F. H. MAY,  
Colonial Secretary,  
The Secretary to the Hongkong General Chamber of Commerce.

## MEMORANDUM FOR CHAMBER OF COMMERCE RE LIGHT DUES.

## REASONS FOR UNDERTAKING TYPHOON SHELTER.

The vital necessity and urgency of this work has been pressed repeatedly upon Government by the unofficial members of the Chamber, and my predecessor gave a pledge that Government would undertake it without delay, and would contribute a sum equal to that subscribed by the community towards the Typhoon Relief fund, viz.—\$25,000. The balance of this fund was handed over to Government. It amounted to \$35,844 and has been earmarked as a fund for relief in similar circumstances in the future. On my arrival in the Colony, it devolved upon me to make good Sir Matthew Pakenham's pledge, and when the estimates were discussed in September last, Messrs. Osborne and Hewitt again very strongly urged the necessity for the shelter and blamed Government for delay. From what I can gather they voiced the wishes of the community.

REASONS FOR DELAY.  
This delay has arisen in the first place owing to a protracted discussion as to the comparative merits of different sites, and in the second place in the time required for making a reliable estimate, and in endeavouring to find an alternative and cheaper scheme.

When the project was first broached a rough calculation for first cost was made merely for the purpose of contrasting the comparative cost of the different sites proposed, and the one at Mongkok was on this basis of calculation put down at \$500,000. When this site had finally been decided upon, a detailed estimate was prepared by Mr. Boulton, to whom there is probably no one better qualified for the task.

It was received last autumn, and communicated by me to the Committee in my speech when introducing the Estimates. The amount was \$1,400,000 and the great increase was stated to be partly due to a rise in prices of materials, and partly to the fact that the typhoon of September, 1906, had shown that a much higher and more substantial seawall would be required than had been contemplated, but for the experience gained by that disastrous gale. This sum appeared to me to be beyond our present resources, and I referred it back to Mr. Boulton with a view to the preparation of a less costly scheme which would be possible if given partial protection, and be capable of later development as funds permitted. The result was that after careful revision his estimates were increased to \$1,400,000 instead of decreased, and that he reported that no partial or progressive scheme was possible. The alternative was to decrease the area of the shelter from 165 acres to 57 acres at a cost of \$883,800. The Engineer's report and estimates were referred to the Public Works Committee of the Legislative Council of which the Chairman of the Chamber of Commerce is a member and they unanimously recommended the larger scheme at Mongkok.

METHOD OF MEETING COST.  
After a most careful investigation of the liabilities of the Government and the available Revenue which I need not detail at length in this Memorandum but which on fitting opportunity I shall fully explain, I satisfied myself that I had no alternative but to raise the light dues temporarily in the way which has been described to the Chamber of Commerce.

The following are among the reasons which led me to this conclusion:  
A.—On the last occasion when an increase of revenue was found to be necessary (in 1902) practically all licences were largely increased, but no additional contribution was asked from shipping, the ability to contribute was recognized, but it was reserved for the next occasion which might arise.

B.—This liability was recognized in December, 1907, when the annual members with

one exception unanimously recommended that the imposition of a permanent increase of 11 cents in addition to the 1 cent Light Dues on the grounds that Shipping should pay its fair proportion to the Revenue.

C.—It arises from the fact that shipping benefits directly both in respect of capital expenditure on works, and in respect of increased efficiency in administrative machinery. In 1851 the Colony could offer nothing but a harbour infested by pirates and ships watered from a waterfall near Aberdeen. There is now efficient police protection, hospitals, markets, better and cheaper water supply, various useful institutions like the Sailors Home, good wharves and piers, landing and discharging cargo, and a well organized Harbour Department which regulates native craft.

D.—The principle that shipping should contribute to general revenue is recognized by the United States of America; which assigned ship ping dues to national debt charges, defence, and general revenue. In reply to a petition from the shipping interest in 1897 Mr. Chamberlain replied: "If at any time hereafter 'urgent necessity should arise for increasing general revenue, I should be prepared to consider any proposal for again 'raising the shipping dues' and again in 1903 he gave it as his view that a special tax should be levied to cover any harbour improvement.

E.—In my view the typhoon shelter is a great "harbour improvement" which moreover directly benefits Ocean Shipping in that lighters and small craft which now bolt for the inadequate refuge at Causeway Bay on the first indication of a typhoon and so leave the Ocean Steamers sometimes for several days unable to load or discharge, and thus subject them to much delay and expense, will, when the new typhoon refuge is built, be able to remain to the last moment secure in the knowledge that they can gain an entrance however late.

If, however, this direct benefit to ocean shipping should be disputed, the principle put forward in (C) and (D) go to show that shipping is liable for contribution to any harbour improvement and even to purposes of general revenue.

F.—It has been argued that the imposition of any dues beyond the amount actually spent on lights and buoys would mean that Hongkong would no longer be a "Free Port." A "Free Port" is one in which no Customs dues are charged. Copenhagen, a free port, charges the equivalent of sixpence a ton, while Shanghai charges the equivalent of 14 cents per ton.

Others have urged that the proclamation of 1843 made exemption of all dues and an increase would violate that pledge. The proclamation was not in the nature of a treaty or pledge to third parties, but was merely a statement of the policy of the day, viz.—to attract commerce to a new and undeveloped port. The policy of to-day is to charge a very moderate rate for improvements effected on behalf of shipping.

G.—It has been urged that the Colony owes its prosperity to shipping which would allow the port if dues are levied. There are those who maintain that shipping which would allow the port for dues so small as these, were better away. The dues were raised to 24 cents between April, 1893, and October, 1897, to pay for the Gap Rock Lighthouse, and between these dates the tonnage increased from 893,733 tons to 6,063,642 tons. The inducement of ships to come to this port is not that they have nothing to pay, but in order to earn freights and proportionately as Hongkong becomes an industrial centre her shipping will increase. Our geographical position is equally advantageous to us as an industrial centre, as it is a port of call.

H.—The Chamber of Commerce appear to contend that the amount imposed upon shipping is too great, and that other interests should contribute a portion. Only half of the cost is asked from the shipping, and though I am not at present able to forecast the financial requirements of next year and shall not be in a position to do so till the draft Estimates are before me, I fear that the shipping interest is by no means likely to be the only one which will have to submit to increased taxation, looking to the large increase of revenue necessary for payment of interest on railway expenditure, the fall in exchange, the prospect of decline in 'opium' revenue, and the continued loss due to discount on subsidiary coins.

I.—The Chamber of Commerce urge that the sum to be raised should be spread over a longer term of years, with a proportionate decrease in the extra dues. There is no point which has been more strongly emphasized by the representatives of the community in Council than that the construction of the Refuge should be pushed on with the utmost rapidity, and should not be allowed to occupy so long a time as the Public Office and Law Courts are doing. A period of five years has been estimated for the work, but if it should take longer than that time, it may be possible to spread the contribution for the last year or two over a longer period. Government, however, is not able to supply the capital for the commencement of the work, and to rely on gradually recouping itself over a long series of years, nor in view of the existing Loans which amount to above one-tenth of Revenue, am I able to recommend to the Secretary of State, nor would he agree to a proposal for a Loan for such a purpose. I do not enter into this matter in detail in this Memorandum, however, since it has already extended to considerable length.

(Sgd.), F. D. LUO, M.D.  
8th May, 1908.

Hon. D. P. W.  
Proposed Boat Shelter at Mongkok.

I beg to submit the accompanying plan and section, and the following report:  
The plan shows, in red, the long breakwater originally proposed, and, in green, a short breakwater now suggested, but not recommended. The section shows a design which has been prepared after full consideration of the effects of the 1906 typhoon.

The bulk of the work could be carried out by native contractors. The concrete breakwater

is the only part of the structure which would have to be carried out departmentally, and very little special plant would be required for it. A dredger would have to be hired from the Dock Co., or Messrs. Popchard, Lowther & Co. for the purpose of excavating the trench for the foundations.

The breakwater is expensive but necessary, because three tons is the maximum weight of the boulders to be got by junks, and such blocks are too small to withstand the action of the sea at or near low-tide level. The concrete blocks would extend down to 7 feet below Ordnance Datum, at which depth the three-ton boulders would not be liable to disturbance by the waves.

I estimate the cost of this design at \$370,000 per linear foot and the total cost of the long breakwater as follows:—  
4,000 linear feet @ \$370,000.....\$1,480,000  
Extra labour and materials at heads.....60,000  
Total.....\$1,540,000

The actual cross section of the long breakwater at any point would not differ materially from the average cross section shown, and judging by the borings taken in connection with the proposed work, and by the soundings on the Admiralty Charts, the average cross section of the short breakwater, or of any other breakwater in the neighbourhood of it, would approximate closely to the average cross section shown.

With reference to the question of bringing within certain limits the cost of any work to be undertaken, I have to say that nothing but a complete breakwater would be of any practical use, as the (1) observatory records of the 1906 typhoon alone are sufficient to show (vide attached diagram showing the average hourly direction and velocity of the wind during the typhoon on the morning of the 18th September, 1906).

The short breakwater suggested on the plan would give a sheltered area equal to Causeway Bay. This would be worth having, but there would seem to be too many expensive difficulties in the way to admit of the suggestion being acted on.

The area is small, and the width of the entrance would have to be proportionately small; but the north entrance cannot be placed close to the north shore, owing to a rocky shoal which exists at that point. A jetty would therefore be constructed on the shoal, and the entrance would be immediately to the South of it, as shown on the plan.

The estimated cost of the short breakwater and the jetty, is as follows:—  
1,900 linear feet of breakwater @ \$370.....\$717,800.00  
Extra labour and materials at heads.....610,000.00  
Jetty.....60,000.00  
Total.....\$1,387,800.00

The area enclosed by the short breakwater would be liable to become so packed with small craft as to cause a serious obstruction to the marine frontages abutting on the area, and sea running off the south-east end of the breakwater would impinge on the marine frontages immediately south of the entrance.

To avoid complicated claims from the towage affected it would probably be necessary to resume all the lots between Kowloon Marine Lot 32 and Kowloon-Marine Lot 39, and strengthen the sea wall between the south entrance and Kowloon Marine Lot 39.

(Sgd.), J. F. B.  
28.9.07.  
Hongkong General Chamber of Commerce,  
Hongkong, 29th May, 1908.

Dear Sir,—I am directed to forward for your perusal and consideration the enclosed copies of the Government's reply to the Chamber's letter regarding the proposed 'Typhoon Harbour of Refuge' at Mongkok and Memoranda by His Excellency and the Hon. the Director of Public Works.

The plans mentioned therein may be seen at the Chamber between the hours of 10 a.m. and 12 a.m. from the 1st June to the 6th June inclusive, and my Committee, trust that you will take this opportunity of examining the scheme and estimates and that you will afterwards favour the Committee with your further views on the subject.—I am, &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

The above letter was sent to the Companies who signed the letter to this Chamber dated 23rd April.

Hongkong General Chamber of Commerce,  
Hongkong, 3rd July, 1908.

Sir,—I am directed to reply to your letter of 20th May, 1908, (No. 9265/1907) on the subject of the proposed Harbour of Refuge at Mongkok, and the imposition of additional Light Dues to defray half the cost thereof.

My Committee have submitted the plans and estimates to the general body of British shipping companies, or their agents, for their consideration, and the expression of their further views on this important subject.

I am to enclose, for His Excellency's perusal, a copy of a letter since received from them, together with their memorandum mentioned in paragraph two of such letter.

I am to state that my committee wish to associate themselves with the views of the shipping companies, as contained in their letter to this Chamber and the accompanying memorandum, and would ask His Excellency to accept such letter and memorandum as an expression of opinion by the Chamber of Commerce.

I return with this the plans and estimates and am directed to request you, to express the thanks of my committee to His Excellency for the opportunity afforded them of examining the scheme and commenting thereon.—I have, &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

Hon. Mr. F. H. MAY, C.M.G.,  
Colonial Secretary.

Hongkong, 3rd June, 1908.

Sir,—We beg to acknowledge the receipt of your letter of the 21st inst. enclosing copies of the Government's reply to your Chamber's

request regarding the proposed Typhoon Harbour of Refuge at Mongkok and Memoranda by His Excellency and the Hon. the Director of Public Works, for which we have to thank you.

The facts of briefly we attach memoranda we have drawn up regarding the proposed refuge, and our views on some of the points affecting the shipping trade and taxation of Hongkong dealing with the comments made by His Excellency.

We are strongly of opinion that immediate steps should be taken to improve the refuge at Causeway Bay, half of which at the present time is practically useless owing to silt. We think that, on this being done, it will provide shelter for the greater part, if not the whole, of the smaller craft employed in the harbour.

Should the Government, however, be desirous of committing to the Hongkong scheme we rely on your Chamber to advocate that they adopt a scheme on the lines laid down in our memorandum, by which the cost—but not necessarily the work—is spread over a term of years, and will thus fall less heavily on those who have to contribute to the cost of the work, a policy which is usually adopted by port trusts and cities borrowing money for permanent improvements.

With reference to the Colonial Secretary's reply to our inquiry regarding the increased fees on cargo boats, lighters and waterboats, we are surprised to learn that the increase was made in the interest of General Revenue, on the ground that such fees were considered to be low. We are of the opinion that fees derived from such a source should be devoted to the up-keep of the various branches of the Harbour Department; and that any surplus should be applied to works such as the dredging of Causeway Bay or the erection of a typhoon shelter. We would point out that, from past records, Mr. Chamberlain mentioned the revenue derived from native shipping was to be applied to the Harbour Master's Department, as apart from what may be termed the general budget of the Colony.—We have, &c.,  
(Signed), F. J. ABBOT,  
Acting Supt. P. & O. S. N. Co.

BUTTERFIELD & SWIRE,  
Agents, Ocean Steam Ship Co., Ltd.,  
China Mutual Steam Navigation Co., Ltd.,  
China Navigation Co., Ltd.,  
General Managers, Indo-China S. N. Co., Limited,  
Agents, India Line Ltd.,  
DODWELL & CO., LTD.,  
Edgar G. Barrett, Manager,  
CANADIAN PACIFIC RAILWAY CO.,  
J. W. Craddock, General Traffic Agent,  
DOUGLAS LAFRAIK & CO.,  
General Managers, Douglas Steamship Co., Ltd.,  
GIBB LIVINGSTON & CO.,  
Agents, "Ben" Line of Steamers,  
E. & A. S. S. Co., Ltd.,  
SHRYWAN TOMES & CO.,  
General Managers, China Manila S. S. Co., Ltd.,  
General Agents, America Asiatic S. S. Co., Ltd.,  
Agents, Shire Line of Steamers, Ltd.,  
MCGREGOR BROS & CO.,  
General Managers, "Clan" Line of Steamers,  
HONGKONG, CANTON & MACAO Steamship Co., Ltd.,  
W. E. Clarke, Secretary,  
DAVID RABSON & CO., Ltd.,  
Agents, Apat Line.

The Chairman, Hongkong General Chamber of Commerce, Hongkong.

MEMORANDUM FROM THE BRITISH SHIPPING LINES TO THE CHAMBER OF COMMERCE RE LIGHT DUES.

Typhoon Shelter.

If the Government has not definitely decided to build the new harbour of refuge at Hongkok there are various reasons against the site.

1. Too big—contemplated was not required at present; likewise to build as intended when the necessity is not apparent.

2. Cost—prohibitive in Colony's present financial condition.

3. Accessibility.—It is no more accessible than the present refuge.

These reasons are all in favour of first improving the present site at Causeway Bay (which is in a disgraceful state), and watching the result. In favour of this it is contended that:—

1. Cost of dredging is not excessive.

2. Accessibility is equal to new site proposed.

3. Area is large enough for all practical purposes.

Lighters and large junks can ride at anchor as they have always done, and small craft can be well accommodated at Causeway Bay in ordinary typhoons.

4. Safety of Craft.—For a typhoon unignallied, as in 1908, no refuge of any size or description or situation would be of any avail.

HONGKONG SHELTER. SUGGESTED.

METHOD OF MEETING COST.

If the Government is definitely committed to the Hongkong scheme there is nothing further to be said except for the shipping to present their views as to financing the work. They would repeat that this should be arranged to extend over a longer period than that proposed by the Government and that the extra tax on shipping should not exceed 1 cent per ton net register. The financial arrangement should be separate and distinct from the general finances of the Colony. This was the done if necessary without the Government contracting a special loan. Any of the local Banks will be glad to lend the money as an ordinary overdraft at 6% interest by the Government, the shipping companies guaranteeing to pay the extra 1 cent per ton net register until the cost is finally paid off the account to be made up by the Government monthly into the Bank providing the money of

the total realized by the extra 1 cent, together with an equal amount representing the Government's half share of the cost. By this means the urgency of the work suffers no delay.

REPLY TO GOVERNMENT MEMORANDUM.

A.—Owing to the increased size of steamers heavier dues have to be paid than heretofore. In most instances steamers have not brought or taken away more cargo than formerly, but the cost of calling has been increased. The Colony has consequently benefited.

B.—In reply to the petition in 1897, Mr. Chamberlain also stated, "I concur in your views that modern steamers may possibly be levied in Hongkong provided the total expenditure of the Harbour Department including Light House, Water Police, &c."

Lord Selkirk at the same time and with the same proviso regarding the expenditure of the Harbour Department wrote that Mr. Chamberlain had under his consideration to adopt one of the two following alternatives, viz.—(1) a uniform charge of two cents (instead of 1 1/2 cents) per ton on all shipping or (2) a charge on a graduated scale such as is levied at Gibraltar beginning at 2 1/2 cents per ton on small vessels and rising to a maximum charge of (say) \$30 to \$40 on ships of (say) 1,800 tons and over.

From these extracts it can be only concluded that it was not the wish or intention of the Hongkong Government to levy a heavy tax on steamers. On the existing scale many steamers are paying heavier dues than Mr. Chamberlain (2) contemplated. In 1896-1897 a fair average ocean steamer was 3,000 tons register tonnage dues at 1 cent 1/2; at 2 1/2 cents 7/6.

To-day ocean steamers are often 3,000 tons register tonnage dues at 1 cent 1/2; at 2 1/2 cents \$125.

Harbour Police should be, and we believe is, paid out of light dues.

Hospitals. Services under this heading are paid for by Shipping Companies at market rates to the financial benefit of the Colony.

Water supply. A fit of the Colony—there is no favour; the obligation is mutual.

Sailors' Home pays for itself we believe, and it would be interesting to learn what share the Government pays for any advantages derived therefrom by the shipping.

Wharves and Piers.—Government have charged shipping companies very highly for Crown rent, &c. and piers and wharves are erected by private enterprise. Shipping pays directly for every service rendered.

Cost of Harbour Department is more than paid for out of light dues.

F.—Free Port.—Shipping companies do not protest against extra taxation altogether on their own account; they can always "even up" on rates so that ultimately all additional taxation is met by consumers, but the Government should tread cautiously in the direction of increasing the burdens on shipping, for if taxation is increased beyond reason, owners will have to protect themselves by increasing rates to the disadvantage of Hongkong vis-a-vis other ports.

The difference of even half a cent per picul might mean that transhipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton, and elsewhere. The shipping companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or elsewhere with facility, but the Hongkong Government would realize, when perhaps it was too late, that they had driven trade into the hands of a competing port, willing and anxious to secure the trade.

In the Philippines the American Government has lately spent large sums in improving their harbour, and the ports are absolutely free of tonnage dues or light dues—and as a consequence railway material and other home cargo which used to come via Hongkong is now carried to the Philippines, while hemp and other exports which previously were transhipped at this port, are increasingly shipped direct from Manila.

Shanghai is similarly improving the Whangpoo, not at the expense of shipping, but in order to attract it. Shanghai is not a free port and does not claim to be, but how is the 14 cents per ton net register China charges for tonnage dues or light dues—and as a consequence railway material and other home cargo which used to come via Hongkong is now carried to the Philippines, while hemp and other exports which previously were transhipped at this port, are increasingly shipped direct from Manila.

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For this levy steamers have the privilege of calling at any and all China ports as many times as they like for a period of 4 months without extra charge of any kind, and should steamers be laid up during the period an extension is granted. Contrast the services rendered by the Chinese Government with that by the Hongkong Government. There is no comparison. The China Coast is one of the best lighted in the world and the service second to none. On some of the regular coasting lines the charge of 4 mace every 4 months actually works out less than the Hongkong dues of 1 cent per net register ton levied every time a steamer calls.

G.—If it is correct that the Colony does not owe its prosperity to shipping it will not be disputed we presume that it is the trade which attracts it here. If that trade is driven elsewhere by excessive taxation either direct or indirect it will be lost to the Colony but not to the shipping which can readily follow it. How easily shipping followed the trade to Manchester when the Canal was opened, how quickly it left Macao for Hongkong, and Cheloo for Tientsin, when lack of attention to its approaches in the one case and railway development in the other carried the produce of the hinterlands to the neighbouring ports.

Hongkong of itself is not naturally an industrial centre. It has risen to be one by the freedom and cheapness of the port that is the one advantage that has enabled the Colony to rise above natural disadvantages, and if we are to continue to prosper this advantage must not be interfered with; if it is just as surely as taxation is increased and cost of production levelled up to other places will the port decay.

THE Steamship

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies), STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LYONHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIANE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERIAN GULF, and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

CAPRI, Captain Pedone, will be despatched as above on FRIDAY, the 10th inst., at Noon.

For further Particulars regarding Freight and Passages apply to the Agents, Messrs. G. CARLOWITZ & CO., Hongkong, 7th July, 1908. (9)

## Intimations.

## SPECIAL BARGAINS!

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## FIRST CLASS PIANOS.

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Rachals - - \$565 \$700

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" - - 410 500

Collard - - 580 700

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## CASH or CREDIT SYSTEM.

## ROBINSON PIANO CO., LTD.

HONGKONG, 18th June, 1908. 135

## KOWLOON HOTEL.

"We Lead and Others Follow."

Over 150 guests that dined in this hotel

ON SATURDAY NIGHT, ONE and ALL

PRONOUNCED

the Menu to be the best ever served in the

COLONY.

FULL MOON BAND

ON SATURDAY NEXT,

the 11th inst., at 8 P.M.

SPECIAL MENU

BY OUR

NEW CHEF.

INDIAN CURRIES.

To avoid dissatisfaction,

please reserve seats

beforehand.

O. E. OWEN,

Proprietor.

Hongkong, 21st July, 1908.







## COMMERCIAL

## TO-DAY'S EXCHANGE

Selling	
London-Bank T.T.	1/9 15/16
Do. demand	1/10 3/16
Do. 4 months sight	1/10 3/16
France-Bank T.T.	2/39
Germany-Bank T.T.	2/39
India T.T.	1/38
Do. demand	1/38
Shanghai-Bank T.T.	7/48
Singapore-Bank T.T. per H.K. \$100	79
Japan-Bank T.T.	89
Java-Bank T.T.	1/10

Buying	
4 months sight L/C	1/10 5/16
6 months sight L/C	1/10 7/16
30 days sight San Francisco & New York	45
4 months sight do.	45
30 days sight Sydney & Melbourne	1/10 9/16
4 months sight France	2/36
6 months sight do.	2/36
4 months sight Germany	2/36
Bar Silver	24 1/2
Bank of England rate	2 1/2
Sovereign	210 75

## SHIPPING AND MALES

MALES DUE	
English (Mormon) 9th inst. 5 a.m.	
Indian (Lightning) 11th inst.	
German (Schamshor) 14th inst.	
American (Nippon Maru) 15th inst.	
Indian (Kutang) 17th inst.	

The E. & A. Co's s.s. *Eastern* left Sydney on 4th inst. for this port.

The C. P. R. Co's s.s. *Empress of India* arrived at Vancouver on 3rd inst. at 10 p.m.

The Imperial German Mail s.s. *Kleist*, which left Bremen on 2nd inst. at 1 p.m., arrived at Singapore yesterday, at 5 p.m.

The APCO Co's s.s. *Lightning* from Calcutta, left Singapore yesterday, and may be expected here on 11th inst.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Shanghai at 5 a.m. on 7th inst. and leaves again at 3 p.m. same day, for Nagasaki, where she is due to arrive at 6 a.m. on 9th inst.

## THE WEATHER

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 7th at 11:15 a.m.—The barometer had risen considerably to moderately over Japan and China.

Pressure is high over E. Japan, and relatively low over S. China and Malay.

Moderate S. to E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

## FORECAST

1.—Hongkong and neighbourhood, S. to S.E. winds, moderate, fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Haioan, same as No. 1.

## Shipping

Manchu, Am. s.s. 8,750, J. W. Saunders, 6th July, San Francisco 6th June, and Shanghai 3rd July, Mails and Gen.—P. V. S. S. Co.

Polyester, Fr. s.s. 1,543, Maille, 6th July, Yokohama 27th June, Mails and Gen.—M. M. Co.

Zafiro, Br. s.s. 1,519, R. Rodger, 6th July, Manila 4th July, Hemp and Sugar—S. T. & Co.

Ella, Ger. s.s. 2,797, H. Bruhn, 6th July, Hamburg and Colombo 24th May, Gen.—J. & Co.

Forest Dale, Br. s.s. 2,285, Noall, 6th July, Sourabaya 7th June, Sugar—B. & S.

Anglin, Br. s.s. 1,931, Kumpel, 7th July, Bangkok 16th June, Rice and Wood—B. & S.

Shanghai, Br. s.s. 1,107, W. McIntosh, 7th July, Shanghai 2nd July, Gen.—B. & S.

Gilbert, Fr. s.s. 1,518, Douvrie, 7th July, Haiphong 7th July, Coal and Mate.—Ordre.

Carl Diander, Ger. s.s. 774, J. Kaysen, 7th July, Haiphong and Hoilow 6th July, Gen. and Pig—J. & Co.

Titan, Br. s.s. 1,570, R. Dav, 7th July, Tacoma via Ports 10th June, Flour and Lumber—B. & S.

Dortmund, Br. s.s. 3,237, Malchow, 7th July, Shanghai 2nd July, Japan and China Goods—H. A. L.

Sheikh, Br. s.s. 838, F. Wawa, 7th July, Moji (Japan) 30th June, Coal—M. B. K.

Hongchow, Br. s.s. 999, Mawley, 7th July, Canton 6th July, Gen.—B. & S.

Amara, Br. s.s. 1,544, C. J. Matlock, 7th July, Canton 6th July, Gen.—J. M. & Co.

Yaching, Br. s.s. 1,424, F. Wheeler, 7th July, Canton 6th July, Gen.—J. M. & Co.

Wakasa Maru, Jap. s.s. 1,884, N. Nielsen, 7th July, Shanghai 4th July, Gen.—N. Y. K.

Nikko Maru, Jap. s.s. 3,434, T. N. Harrison, 7th July, Yokohama and Nagasaki 3rd July, Gen.—N. Y. K.

Faraag, Br. schooner 85, Oliver, 7th July, Yap 31st May, Gen.—Mr. G. P. Lammet.

## Clearances at the Harbour Office

*Polyester*, for Saigon.

*Haikan*, for Swatow.

*Tota Maru*, for Keelung.

*Taming*, for Manila.

*Dortmund*, for Singapore.

*L'n*, for Haiphong.

*Quarta*, for Hongkong.

## Departures

July 7

*Polyester*, for Europe.

*Tourane*, for Shanghai.

*Redoubt*, for Bangkok.

*Haiphong*, for Canton.

*Kowloon*, for Canton.

*Jaguar*, for Keelung (for Pakho).

*Haikan*, for Coast Ports.

*Taming*, for Manila.

*Tota Maru*, for Keelung.

*Quarta*, for Hongkong.

Per *Ell* from Hamburg, &c.—Mrs. Richter and 3 children, Messrs. Broderick, Buchmann, Hansen and Kassmann.

Per *Zafiro*, from Manila—Miss M. E. Coleman, Mr. H. L. Beach, Surgeon E. H. H. Old, Messrs. J. Fisher, G. Duncan, Miss C. Gonzalez, Messrs. A. L. Oliver, T. S. Weston, W. F. Convey, E. Davison, Schreder, C. E. Carr, Miss J. N. Nichols, Mr. E. Carlgren, Miss C. Carlgren, Miss K. Case, and 9 Chinese.

Per *Manchuria*, from San Francisco, &c.—Miss M. Aldridge, Mr. and Mrs. H. W. Bosch, Messrs. J. K. Brown, F. Caljeles, Mr. and Mrs. O. W. Calvin, Judge and Mrs. A. C. Carson, Miss B. Carson, Messrs. C. E. Casey, J. R. Estes, Miss L. H. Gleason, Mr. P. Gibson, Mr. J. D. Hodges, Miss M. D. Hodges, Mr. J. C. Blaser, Misses J. Loomis, F. McGee, Mr. and Mrs. W. T. G. Neal, Mr. and Mrs. F. S. Robinson, Mr. M. S. Shaw, Mr. and Mrs. F. S. Shaw, Mrs. M. C. Aldrich, Judge J. F. Tracy, Mrs. E. Wallace, Mrs. E. E. Weston, Miss M. C. Young, Col. and Mrs. H. Hall, Messrs. A. Thomas, O. F. Bradley, Misses S. Picknell, A. Eakle, Mr. Mak Koi Pak, 2 Ladies and a servant, Mr. Li Chak Tong, Pak Sin She, Mr. and Mrs. L. Schumacher, Messrs. Chew Ling, Lan Kong Hing and servant, Au Toun, A. L. Scheldt, H. Scott Young, H. J. Richardson, Mrs. and 2 Misses Mak and amah.

Per *Polyester*, for Hongkong from Yokohama—Mrs. A. H. Chung, From Shanghai—Messrs. Filipin, Hughes, Gilbert, Rum and Russell. For Manille from Yokohama—Mr. C. C. Tong. From Kobe—Mr. and Miss Donny. From Shanghai—Messrs. Jagnot, A. de la M. Drenzy, Lumest, Thers and Danthelive. From Kobe—Major Hussey. From Shanghai for Samarang—Mr. W. George. For Singapore—Mr. K. Ward, Miss Sacarans, Mrs. Sassoan and baby, Messrs. S. Shabani and Bonner.

## Shipping Reports

Str. *Sheikh*, from Moji—Strong S.W. wind.

## VESSELS IN PORT

STAMERS.

Bourbon, Fr. s.s. 997, Le Bail, 5th July, Saigon 1st July, Gen.—Man Fat.

Buian Maru, Jap. s.s. 1,260, Mr. Nemoto, 5th July, Shanghai via Fochow, Amoy and Swatow 4th July, Gen.—O. K.

Capri, Ital. s.s. 2,718, P. Dominico, 5th July, Bombay and Singapore 29th June, Cotton—C. & Co.

China, Am. s.s. 3,186, D. E. Friele, 2nd July, San Francisco and June, Honolulu 1st July, Yokohama 20th, Kobe 21st, Nagasaki 22nd, and Manila 30th, Mails and Gen.—P. M. S. S. Co.

Christian Bbers, Nor. s.s. 2,785, E. Hill, 28th June, Moji via Kuchino 20th June, Coal—Wallem & Co.

Courfield, Br. s.s. 4,897, J. Wiseman, 25th May, Moji 20th May, Coal—M. B. K.

Derwent, Br. s.s. 1,567, J. Jenkins, 2nd June, Saigon 18th June, Rice and Gen.—Chinese.

Earl of Douglas, Br. s.s. 2,761, J. Jameson, 1st July, Port Kembla 10th June, Coal—M. M.

Fumi Maru, Jap. s.s. 1,560, Mori, 25th June, Balikpapan 16th June, Bulk Oil—A. P. S. S. Co.

Guadiana, Fr. s.s. 1,608, Veyia, 4th July, Saigon 30th June, Gen.—M. M.

Haikan, Fr. s.s. 377, O. A. Hög, 6th July, Hoilow 5th July, Gen.—A. R. M.

Heliopolis, Br. s.s. 2,976, J. W. Martin, 1st July, Chiuwangtao 25th June, Ballast—G. L. & Co.

Hupen, Br. s.s. 1,204, G. J. Spiok, 5th July, Haiphong and Hoilow 4th July, Rice—B. & S.

Indramayu, Br. s.s. 1,470, Thirkell, 7th July, New York 13th May, Gen.—S. T. & Co.

Korat, Ger. s.s. 1,700, W. Schmidt, 1st July, Bangkok 24th June, Rice—M. & Co.

Kumaho Maru, Jap. s.s. 3,147, N. Mathieson, 6th July, Manila 3rd July, Gen.—N. Y. K.

Linan, Br. s.s. 1,439, C. G. Williams, 4th July, Haiphong and Hoilow 3rd July, Rice—B. & S.

Lord Stanley, Br. s.s. 3,072, J. Cunningham, 27th June, Newcastle, N. W. via Manila 6th June, Coal—A. K. & Co.

Mandarin Maru, Jap. s.s. 4,451, U. Nagatsu, 6th July, Kuchino 30th June, Coal—M. B. K.

Mathilde, Ger. s.s. 831, A. P. Uldeper, 4th July, Haiphong and Hoilow 3rd July, Gen.—J. & Co.

Minnesota, Am. s.s. 13,333, Chas. Austin, 3rd July, Seattle via Ports and June, and Shanghai 30th June, Gen.—N. Y. K.

Monteagle, Br. s.s. 3,953, W. Davison, 23rd June, Vancouver 28th May, and Shanghai 21st, Mails and Gen.—C. P. R. Co.

Montlake, Br. s.s. 1,737, F. W. Batten, 24th June, Fremantle 6th June, Sandalwood—Gilman & Co.

Nanshan, Br. s.s. 1,651, Jones, 26th June, Saigon 22nd June, Rice—B. & Co.

Oania, Br. s.s. 1,809, W. C. Lyett, 6th July, Manila 4th July, Gen.—B. & S.

Onasag, Br. s.s. 1,732, R. Cox, 14th June, Moji 7th June, Coal—J. M. & Co.

Pienpump, Br. s.s. 1,651, J. H. Scott, 4th July, Saigon 29th June, Gen.—Chinese.

Phraung, Ger. s.s. 1,003, F. v. Mangelsdorff, 2nd July, Bangkok 22nd June, and Kohsichang 20th, Rice, Teak-wood and Salt—B. & S.

Pianulok, Ger. s.s. 1,420, T. Heyenga, 6th July, Bangkok 30th June, Rice—B. & S.

Protea, Nor. s.s. 1,024, C. Möller, 5th July, Bangkok 20th June, Rice—Agasard, Thoresen & Co.

Quaria, Ger. s.s. 1,144, H. Madden, 3rd June, Hongkong 30th June, Coal—S. W. & Co.

Quinta, Ger. s.s. 987, F. Frabon, 3rd July, Wakamatsu (Japan) 26th June, Coal—S. & Co.

Rajah, Ger. s.s. 1,275, R. Peterson, 26th June, Bangkok 16th June, and Kohsichang 20th, Rice and Salt—B. & S.

Saxonia, Ger. s.s. 1,500, G. Hubel, 14th July, Manila and July, Gen.—H. A. L.

Shichiku Maru, Jap. s.s. 3,300, H. Yamamoto, 4th July, Moji 27th June, Coal—O. S. K.

Shoshu Maru, Jap. s.s. 999, I. Iguchi, 4th July, Anping via Amoy and Swatow 3rd July, Gen.—O. S. K.

Skrantstad, Nor. s.s. 860, P. M. O. Haempe, 3rd July, Saigon 28th June, Rice—Agasard, Thoresen & Co.

Sumatra, Ger. s.s. 507, Meliken, 13th June, New China 20th May and Palao Id. 2nd June, Coal—M. & Co.

Sungking, Br. s.s. 987, G. H. Pennefather, 27th June, Cebu and Hoilow 23rd June, Gen.—B. & S.

Tsotiau, Ger. s.s. 1,002, D. Koch, 5th July, Bangkok 27th June, Rice—B. & S.

Voonang, Br. s.s. 1,124, P. H. Rolfe, 6th July, Manila 3rd July, Hemp and Gen.—J. M. & Co.

## STAMERS

Bourbon, Fr. s.s. 997, Le Bail, 5th July, Saigon 1st July, Gen.—Man Fat.

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## STAMERS

Mathilde, Ger. s.s. 831, A. P. Uldeper, 4th July, Haiphong and Hoilow 3rd July, Gen.—J. & Co.

## STAMERS

Minnesota, Am. s.s. 13,333, Chas. Austin, 3rd July, Seattle via Ports and June, and Shanghai 30th June, Gen.—N. Y. K.

## STAMERS

Monteagle, Br. s.s. 3,953, W. Davison, 23rd June, Vancouver 28th May, and Shanghai 21st, Mails and Gen.—C. P. R. Co.

## Steamers Expected

Vessel	From	Agent	Due
Japan	Moji	D. S. & Co.	July 8
Manchu Maru	Singapore	N. Y. K.	July 8
Marmora	Singapore	P. & O.	July 9
Benlarig	Singapore	C. L. & Co.	July 10
Likshana	Singapore	D. S. & Co.	July 11
Shinano Maru	Japan	N. Y. K.	July 12
Scharhorst	Colombo	M. & Co.	July 14
Goeben	Japan	M. & Co.	July 14
Nippon Maru	Calcutta	T. K. K.	July 15
Calcutta	Calcutta	J. M. & Co.	July 17
P. Sigismund	Sydney	M. & Co.	July 22

## DOCK RETURNS

Vessel	From	Agent	Due
Sorsogon	at Kowloon Dock		
Flame	"	"	"
Courtfield	"	"	"
Powhatan	"	"	"
Prior Waldemar	"	"	"
Monteagle	"	"	"
Guadiana	"	"	"
Cranley	"	"	"
Han Ping	"	"	"
Songking	at Cosmopolitans		

## The Ships Passed Canal

Vessel	From	Agent	Due
9th June—Bantarie, Survia, Colombo Maru, Glaston, Frisco, and 12th June—Tulsa, Frisco, Kamakura Maru, Katsuo, P. L. Friedrich, Sulu, (Ger.) Sanki Maru, Tawana, 16th June—Gleny, Persia, Sikh, 19th June—Jadon, Flintshire, Syria, Cyclops, 23rd June—Scharhorst, Benlarig, Japan, Kyroll, Ping Sui, Sulu, Vandalla, 26th June—Kamaga, Alcinou, Bulow, Bombay Maru, Armand, Haki, Daulon, Cypri, Aya Maru, 30th June—Sagambia, Hakkat Maru, Slavonia, Larier, 3rd July—Caplan, Jauric, Ernst-Simon, Pak Ling, Nyanta.			
Arrivals at Home—9th June—Yorch, Inaba Maru, Pallas, 13th June—Pera, 12th June—Jauric, 14th June—Jauric, 16th June—Jauric, 19th June—Trangulor, Sambla, Survia, 23rd June—Gleny, Persia, Sikh, 26th June—Kamaga, Alcinou, Bulow, Bombay Maru, Armand, Haki, Daulon, Cypri, Aya Maru, 30th June—Sagambia, Hakkat Maru, Slavonia, Larier, 3rd July—Caplan, Jauric, Ernst-Simon, Pak Ling, Nyanta.			
Prises Ellal Friedrich, 30th June—Sulu, (Ger.) 30th June—Orelan, 3rd July—Seneca.			

## CHINA COAST METEOROLOGICAL REGISTER

July 6th, 1968, a.m.

Bar. T. Ho. Wind W.

Vladivostok 2 a.m. 29.84 57 87 S 1 0

Nemuro 2 a.m. 29.84 57 87 S 1 0

Hakodate 2 a.m. 29.84 57 87 S 1 0

Tokyo 2 a.m. 29.84 57 87 S 1 0

Kochi 2 a.m. 29.84 57 87 S 1 0

Nagasaki 2 a.m. 29.84 57 87 S 1 0

Kagoshima 2 a.m. 29.84 57 87 S 1 0

Oshima 2 a.m. 29.84 57 87 S 1 0

Yaku 2 a.m. 29.84 57 87 S 1 0

Bonin Is. 2 a.m. 29.84 57 87 S 1 0

Chofu 2 a.m. 29.84 57 87 S 1 0

Weihaiwei 2 a.m. 29.84 57 87 S 1 0

Hankow 2 a.m. 29.84 57 87 S 1 0

Kiukiang 2 a.m. 29.84 57 87 S 1 0

Shanghai 2 a.m. 29.84 57 87 S 1 0

Guzhufu 2 a.m. 29.84 57 87 S 1 0

Sharp Peak 2 a.m. 29.84 57 87 S 1 0

Amoy 2 a.m. 29.84 57 87 S 1 0

Swatow 2 a.m. 29.84 57 87 S 1 0

Yokohama 2 a.m. 29.84 57 87 S 1 0

Taichung 2 a.m. 29.84 57 87 S 1 0

Taipei 2 a.m. 29.84 57 87 S 1 0

Kobe 2 a.m. 29.84 57 87 S 1 0

Kashan 2 a.m. 29.84 57 87 S 1 0

Pescadore 2 a.m. 29.84 57 87 S 1 0

Canton 2 a.m. 29.84 57 87 S 1 0

Hongkong 2 a.m. 29.84 57 87 S 1 0

Yokohama 2 a.m. 29.84 57 87 S 1 0

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Yokoh



## Estimations

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

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